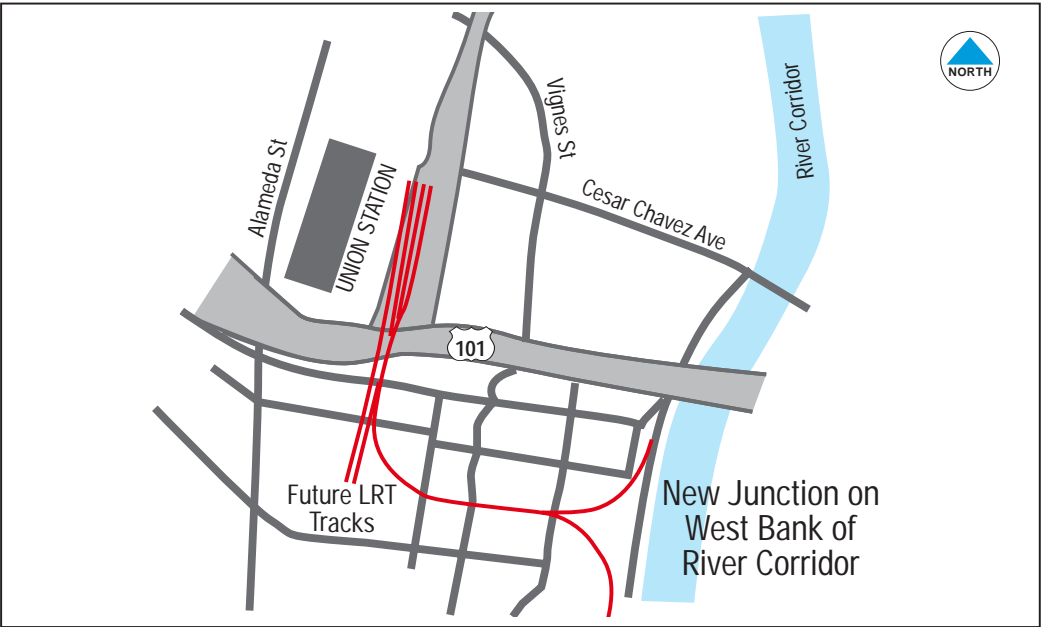
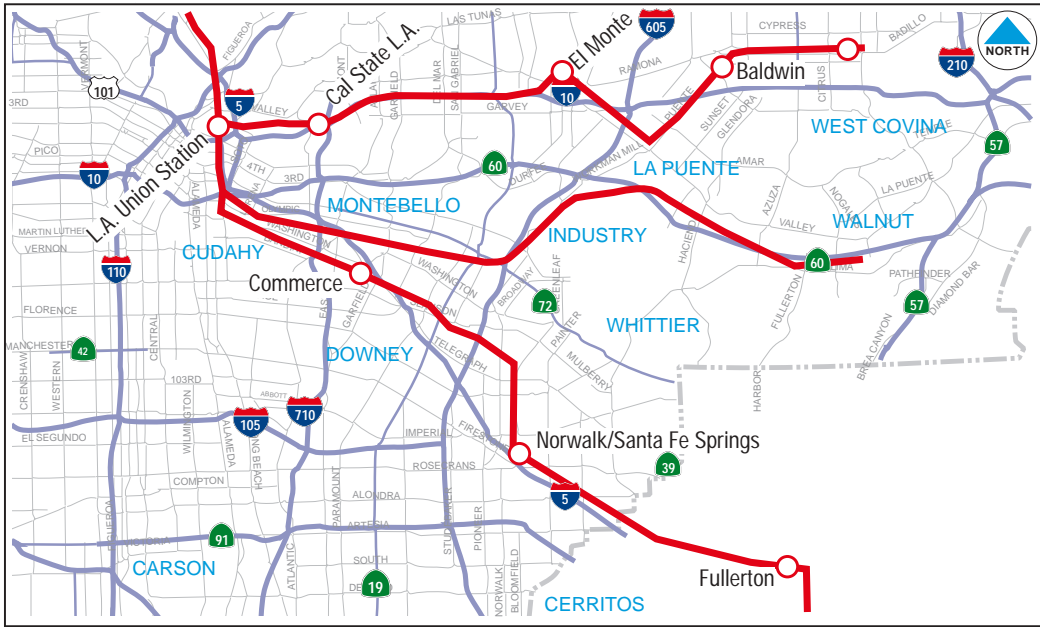


PACIFIC SURFLINER TRIPLE TRACK / PACIFIC SURFLINER CORRIDOR

LAUS RUN - THROUGH

TCRP PROJECT # 35
District-E.A.: TBD
PPNo: NONE
07-LA-05 PM 13.5



I. Purpose and Need.

The BNSF route between Los Angeles Union Station (LAUS) and San Diego is approaching capacity. Delays to the Amtrak Pacific Surfliner and Metrolink trains in the future will get worse if this project is not constructed. The intercity rail service on the Pacific Surfliner Corridor consists of 11 daily round trips between LAUS and San Diego. By 2003, two new train sets will add three more round trips between LAUS and San Diego. This project would provide an increase in capacity to both passenger rail and the goods movement in the corridor.

Los Angeles Union Station (LAUS) is at capacity. Average daily ridership is projected to increase from 4,228 passengers to 7,959 passengers by 2003. It would not be possible to expand train frequency at LAUS until there is capacity to expand. This project would provide increase in capacity.

Provide run – through tracks at LAUS. Structure over I-101. Two track Viaduct through Little Tokyo to BNSF tracks along LA River.

Scope of Transportation Improvements.

On the Amtrak San Diegan (Pacific Surfliner) on BNSF alignment from Los Angeles Union Station (LAUS) to San Diego. Construct triple track alignment of the BNSF San Diegan route within Los Angeles County (Eastern Ave. MP 147.3 to Basta MP 163.0). MP 147.3 is at the East End of the BNSF Yard in Commerce (LA County) and MP 163.0 is at Commonwealth Ave. where the UP and BNSF cross in Fullerton (Orange County).

II. Benefits

Transportation Benefits

Completion of this project will allow for more roundtrips both for Amtrak and Metrolink commuter service as well as faster trip times in a congested area. It would also increase capacity, reduce running time, and improve on-time performance. Additionally, Metrolink commuter and Amtrak intercity trains to enter LAUS and leave quickly and efficiently without having to stop and turn around. This would make trip times faster and improve on-time performance as well.

Other benefits

This would also allow for better goods movement for the BNSF railroad in and out of the Ports of Long Beach and Los Angeles (Alameda Corridor) and improve on-time performance from 90 percent to 95 percent, saving approximately seven minutes per train.

III. Cost

The project is comprised of 3 sub-projects. Total cost of all sub-projects is \$ 250 million.

| Fund Source | Programmed Amount (capital plus support) | Additional Funding Needs (if any) | Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA) |
|--------------|---|--------------------------------------|--|
| PROJECT 35.1 | | | |
| TCRP | \$28,000,000 | | PA&ED, CCA |
| OTHER | | \$150,000,000 | |
| TOTAL | \$178,000,000 | | |
| PROJECT 35.2 | | | |
| TCRP | \$66,936,000 | | PA&ED, CCA |
| TOTAL | \$66,936,000 | | |
| PROJECT 35.3 | | | |
| TCRP | \$5,064,000 | | PA&ED, CCA |
| TOTAL | \$5,064,000 | | |

PROJECT SCHEDULE
Total Estimated Cost of Project: \$250 Million

